NAVY TRAINING SYSTEM PLAN

FOR THE

AN/SSC-12 SHIPBOARD AIR TRAFFIC CONTROL COMMUNICATIONS SYSTEM

N78-NTSP-A-50-0003/A

OCTOBER 2004

AN/SSC-12 SHIPBOARD AIR TRAFFIC CONTROL COMMUNICATIONS SYSTEM

EXECUTIVE SUMMARY

This Navy Training System Plan (NTSP) has been developed to identify the manpower, personnel, and training requirements associated with the AN/SSC-12 Shipboard Air Traffic Control Communications (SATCC) System. The SATCC System provides intercom, interphone, and radio communications switching via digitized voice and data buses aboard Aircraft Carriers (CV) and Nuclear Aircraft Carriers (CVN).

SATCC System installation is complete on all in-service aircraft carrier class ships. Initial operating capability was achieved in FY98. Procurement of the SATCC System was accomplished through a Non-Acquisition Category procurement action that utilized the Abbreviated Acquisition Program. SATCC components are Non-Developmental Items obtained through Commercial Off-The-Shelf procurement.

The SATCC System is primarily operated by Air Traffic Controllers (AC), the Carrier Controlled Approach Officer, Landing Signal Officers (LSO), the Air Officer, the Assistant Air Officer, the Air Operations Officer, and the Assistant Air Operations Officer.

Maintenance of the SATCC System is performed at two levels: organizational and depot. Organizational level maintenance is performed by shipboard Electronics Technicians (ET). Northrop Grumman, Electronic Systems provides depot level maintenance under a Performance Based Logistics contract.

Current shipboard manning is sufficient to operate and maintain the SATCC System addressed in this NTSP. No changes to current manpower quantitative requirements are anticipated; however, a new Navy Enlisted Classification Code (NEC) ET-1407 was approved on 14 June 2004 by the Navy Enlisted Occupational Classification System (NEOSC) Board to maintain the SATCC System.

Initial operator and technician training consists of Computer-Based Training (CBT) developed by the Federal Aviation Administration (FAA) and adopted by the Program Office, Naval Sea Systems Command (NAVSEA) Code 062R. Additionally, Space and Naval Warfare Systems Center (SPAWAR), Charleston, Detachment Norfolk, In-Service Engineering Activity personnel conducted familiarization training and On-the-Job Training (OJT) for both operators and maintainers prior to and during the initial and follow on at-sea periods. The NAVSEA Program Office has initially funded two maintenance technicians from each activity receiving the SATCC System to attend Rapid Deployable Voice Switch IIA training at the Federal Aviation Administration (FAA) Academy, Oklahoma City, Oklahoma.

Follow-on operator training for Carrier Air Traffic Control Center personnel, LSOs, Air Operations Officers, and Assistant Air Operations Officers is intended to be incorporated into the existing courses at Center for Naval Air Technical Training, Pensacola, Florida, and the LSO School at NAS Oceana, Virginia. All other operators will receive training via Personnel Qualification Standards and OJT. Follow-on SATCC System maintenance training will be

accomplished by sending communication equipment (WSC-3/UHF DAMA) technicians (NEC ET-1425) and or its system replacement or AN/TPX-42 DAIR Technicians (NEC ET-1592), who are in receipt of Permanent Change of Station orders to CV/Ns, to the non-traditional training site (NTTS) at the FAA Academy in Oklahoma City, OK to attend Rapid Deployable Voice Switch IIA, course number 40048. NEC ET-1407 will be awarded by the receiving command upon successful completion of the course.

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LIST OF ACRONYMS

AC	Air Traffic Controller
Air Ops	Air Operations
AATCC DAIR	Amphibious Air Traffic Control Center Direct Altitude Identity Readout
ATC	Air Traffic Control
CATCC	Carrier Air Traffic Control Center
CATCC DAIR	Carrier Air Traffic Control Center Direct Altitude Identity Readout
CBT	Computer-Based Training
CCA	Carrier Controlled Approach
CDC	Combat Direction Center
CFY	Current Fiscal Year
CIN	Course Identification Number
CM	Corrective Maintenance
CNATT	Center for Naval Air Technical Training
CNO	Chief of Naval Operations
COMLANTFLT	Commander Atlantic Fleet
COMPACFLT	Commander Pacific Fleet
COTS	Commercial Off-The-Shelf
CV	Aircraft Carrier
CVN	Nuclear Aircraft Carrier
CVW	Carrier Air Wing
DA	Development Activity
ET	Electronics Technician
FAA	Federal Aviation Administration
FTS	Full Time Support
FY	Fiscal Year
HSI	Human Systems Integration
ISEA	In-Service Engineering Activity
LRU	Lowest Repairable Unit
LSO	Landing Signal Officer
MPT	Manpower, Personnel, and Training
MRC	Maintenance Requirements Card

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LIST OF ACRONYMS

MSD	Material Support Date
NA	Not Applicable
NAS	Naval Air Station
NATTC	Naval Aviation Technical Training Center
NAVAIR	Naval Air Systems Command
NAVEDTRA	Naval Education and Training
NAVPERSCOM	Naval Personnel Command
NAVSEA	Naval Sea Systems Command
NDI	Non-Developmental Item
NEC	Navy Enlisted Classification
NETC	Naval Education and Training Command
NSD	Navy Support Date
NTSP	Navy Training System Plan
NTTS	Non-Traditional Training Site
OJT	On-the-Job Training
OOD	Officer Of the Deck
OPNAV	Office of the Chief of Naval Operations
OPO	OPNAV Principal Official
OS	Operations Specialist
PBL	Performance Based Logistics
PFY	Prior Fiscal Year
PICT	Programmable Integrated Communications Terminal
PM	Preventive Maintenance
PMA	Program Manager, Air
PMS	Preventive Maintenance System
PQS	Personnel Qualification Standards
PRI-FLY	Primary Flight Control
RDVS	Rapid Deployable Voice Switch
SATCC	Shipboard Air Traffic Control Communications
SCORM	Sharable Content Object Reference Model
SPAWAR	Space and Naval Warfare Systems Center
TBD	To Be Determined
TD	Training Device
TED	Touch Entry Display

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LIST OF ACRONYMS

TTE	Technical Training Equipment
UHF	Ultra High Frequency
UPS	Uninterruptible Power Supply
USW	Undersea Warfare
UW	Under Way
VDB	Visual Display Board

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PREFACE

This Approved Navy Training System Plan (NTSP) for the AN/SSC-12 Shipboard Air Traffic Control Communications (SATCC) System updates the Proposed AN/SSC-12 SATCC System NTSP, A-50-0003/P, dated August 2003, in accordance with guidelines set forth in the Navy Training Requirements Documentation Manual, Office of the Chief of Naval Operations (OPNAV) Publication P-751-1-9-97. Consistent with organizational code changes within OPNAV, the document number prefix has been modified to reflect N78 vice the older N88 code.

Fleet comments and recommendations to the Draft NTSP of August 2003 were solicited in naval message DTG 251224Z AUG 03 R. Responses were received from the following commands and activities and incorporated into the Proposed version of the NTSP.

- Director of Naval Education and Training, CNO (N00T)
- Director, Total Force Programming and Manpower (N12)
- Navy Manpower Analysis Center
- Combat Systems Officer, USS Nimitz (CVN 68)

Subsequent to incorporation of Fleet comments, the document was screened and further revised by NAVSEA Program/ISEA Support and again finally by N00T48 and CNATT. These final comments are referenced in Appendix A.

PART I - TECHNICAL PROGRAM DATA

A. NOMENCLATURE-TITLE-PROGRAM

1. Nomenclature-Title-Acronym. AN/SSC-12 Shipboard Air Traffic Control Communications (SATCC) System

2. Program Element. 024112N

B. SECURITY CLASSIFICATION

1. System Characteristics ..... Unclassified
2. Capabilities ..... Unclassified
3. Functions ..... Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

OPNAV Principal Official (OPO) Resource Sponsor/Program Sponsor ..... CNO (N78)

Developing Agency ..... NAVSEA (62R)

Training Agency ..... COMLANTFLT
COMCPACFLT
NATTC (FID N5)

Training Support Agency ..... NAVSEA (62R)

Manpower and Personnel Mission Sponsor ..... CNO (N12)
NAVPERSCOM (PERS-4, PERS-402, PERS-404)

Director of Naval Education and Training ..... CNO (N00T)

D. SYSTEM DESCRIPTION

1. Operational Uses. The SATCC System uses the Federal Aviation Administration's (FAA) Rapid Deployable Voice Switch (RDVS) IIA and associated Touch Entry Display (TED) terminals as its basic building block, and coupled with Programmable Integrated Communications Terminals (PICT), provides intercom, interphone, and radio communications switching via digitized voice and data buses aboard Aircraft Carriers (CV) and Nuclear Aircraft Carriers (CVN). The system provides voice communications between Air Traffic Control (ATC) operator positions and the following:

- Other ATC operator positions in the warfare center, through the intercom functions

- Command and control positions throughout the ship, through the interphone function
- Aircraft, through the radio function
- Shipboard telephone system and other interior communication systems

Note 1: It has been proposed that amphibious ships received the SATCC system. This information will be updated in future revisions to the NTSP.

2. Foreign Military Sales. No foreign military sales are currently planned for the SATCC System. The United States Army and the FAA currently employ a version of the SATCC System.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST. Since the SATCC System is a Commercial Off-The-Shelf (COTS) Non-Developmental Item (NDI), no developmental testing was conducted. Operational testing was successfully completed aboard the USS Enterprise (CVN 65) in 1998 and USS Harry S. Truman (CVN 75) in 2000, which included Landing Signal Officer (LSO) terminals and terminals installed in Primary Flight Control (PRI-FLY). The only modification made to the COTS equipment was to harden the components for shipboard environment.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. The SATCC System is a direct replacement for the OJ-314(V) Voice Communication Switch and communication devices on the LSO platform and added terminals in PRI-FLY.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. The SATCC System is an integrated voice switching system that provides both air-to-ground and ground-to-ground connectivity to support the ATC voice communication function. The SATCC System permits simultaneous operation of all operational positions to make radio transmissions, place calls, receive calls, or all. The SATCC System consists of terminals located at each operator position that control the communications switching equipment located in an equipment room. The SATCC System is modular in design and can accommodate up to 16 PICTs and 16 Touch Entry Displays (TED) located throughout the ship.

2. Physical Description

a. Equipment Room. The equipment room consists of multiple components as follows:

COMPONENT	QUANTITY	DIMENSIONS (INCHES) HEIGHT	WIDTH	DEPTH	WEIGHT (POUNDS)
Uninterruptible Power	1	72.00	22.30	26.00	1,100

COMPONENT	QUANTITY	DIMENSIONS (INCHES) HEIGHT	WIDTH	DEPTH	WEIGHT (POUNDS)
Supply (UPS)					
By-Pass Switch	1	17.00	12.00	7.00	20
3080G Switch (using UPS)	1	72.00	44.60	26.00	1,340
3080G Switch (with battery backup)	1	72.00	44.60	26.00	1,870
TED	1	15.50	10.00	14.60	20
PICT	1	7.50	7.50	5.87	8

b. Operator Locations. In addition to the TED and PICT in the equipment room, there are additional TEDs and PICTs located at operator sites throughout the ship. The physical dimensions and weight of these units are the same as those located in the equipment room. TEDs are terminals used by supervisors and controllers working radar display consoles in Carrier Air Traffic Control Center (CATCC), the LSOs on the LSO platform, and the Air Officers in PRI-FLY. PICTs are used by status board operators, data display operators, Combat Direction Center (CDC) operators, and persons in a command and control position directly associated with flight operations.

3. New Development Introduction. The SATCC System is an NDI that was introduced to the Fleet through COTS procurement.

4. Significant Interfaces. The SATCC System interfaces with Ship's Service Telephone System, Sound Powered Phone System, UHF line-of-sight (LOS) Radios via the Secure Voice Switch (SVS) or direct to dedicated LOS radios, ATC Audio and Video Recorder, 3-MC and 5-MC Flight Deck Announcing Systems, SRC-47 and SRC- 55 Flight Deck Communications Sets, and flight deck A/V equipment.

5. New Features, Configurations, or Material. Not Applicable (NA)

H. CONCEPTS

1. Operational Concept. The SATCC System is operated in various locations throughout the ship as follows:

POSITION	OPERATOR	ITEM	QTY	LOCATION
Air Officer	13XX	TED	1	PRI-FLY

POSITION	OPERATOR	ITEM	QTY	LOCATION
Assistant Air Officer	13XX	TED	1	PRI-FLY
Carrier Air Wing (CVW) LSO	13XX	TED	1	LSO Platform
LSO	13XX	TED	1	LSO Platform
Air Ops Officer	13XX	PICT	1	CATCC
Assistant Air Ops Officer	13XX	PICT	1	CATCC
Commanding Officer	13XX	PICT	1	Bridge
Carrier Controlled Approach (CCA) Officer	639X	TED	1	CATCC
Marshal Controller	AC	TED	1	CATCC
Departure Controller	AC	TED	1	CATCC
Approach Controller “A”	AC	TED	1	CATCC
Approach Controller “B”	AC	TED	1	CATCC
Final Controller “A”	AC	TED	1	CATCC
Final Controller “B”	AC	TED	1	CATCC
Air Operations (Air Ops) Supervisor/squadron representative	AC	TED	1	Air Ops
Visual Display Board (VDB) Operator	AC	PICT	1	CATCC
Marshal Data Input Operator/Status Board Keeper	AC	PICT	1	CATCC
Approach Data Input Operator/Status Board Keeper	AC	PICT	1	CATCC
Departure Data Input Operator/Status Board Keeper	AC	PICT	1	CATCC
Air Ops Data Input Operator/Status Board Keeper	AC	PICT	1	CATCC
Land Launch Record Keeper/Data Input Operator	AC	PICT	1	CATCC
CCA Supervisor	Air Traffic Controller (AC)	TED	1	CATCC
PRI-FLY Supervisor	Aviation Boatswain’s Mate	PICT	1	PRI-FLY

POSITION	OPERATOR	ITEM	QTY	LOCATION
Under Sea Warfare (USW) Operator	Aviation Warfare Systems Operator / OS	PICT	1	CDC
Strike Control Operator	Operations Specialist (OS)	PICT	1	CDC
Air Intercept Control Operator	OS	PICT	1	CDC

2. Maintenance Concept. SATCC System maintenance is based on two levels of maintenance, organizational and depot.

a. Organizational. Organizational level maintenance of the SATCC System is performed Electronic Technicians (ET).

(1) Preventive Maintenance. Preventive Maintenance (PM) of the SATCC System is limited to cleaning, measuring, testing, and corrosion prevention. Apart from "general housekeeping," cleaning and corrosion prevention is performed on an annual schedule in accordance with the preliminary Maintenance Requirements Cards (MRC). Measurements are taken and tests are conducted during monthly and quarterly maintenance checks and as required.

(2) Corrective Maintenance. Corrective Maintenance (CM) of the SATCC System includes fault isolation and replacement to the Lowest Repairable Unit (LRU), connector repair, and handset piece part replacement. The LRU for the switch and TED is defined to be the module. The LRU for the PICT is the entire unit, with the exception of the knobs.

b. Intermediate. NA

c. Depot. Depot level maintenance is provided by the contractor under a Performance Based Logistics (PBL) contract. The Navy Support Date (NSD) for the SATCC System was June 2001.

d. Interim Maintenance. Maintenance support will be available on an as-required basis through the Space and Naval Warfare Systems Center (SPAWAR) In-Service Engineering Activity (ISEA).

e. Life Cycle Maintenance Plan. The design of the SATCC System is such that, when properly maintained, it will support continuous operation throughout its projected ten-year service life.

3. Manning Concept

a. Maintenance Workload. The SATCC System requires 48 man-hours of annual preventive maintenance in accordance with the Preventive Maintenance System (PMS)

and MRC package. Additionally, 21 man-hours of maintenance is required for Lay-up and Start-up PMS conducted in association with ship inactive periods. These maintenance man-hour estimates do not include communication checks for CATCC, LSO, and PRI-FLY. Checks for system failures are conducted internally by system software. Technicians need only conduct maintenance actions when the equipment reports failures or when PMS and MRC requires. In addition, the system is highly reliable and therefore, does not require a technician to be present in CATCC during night or bad weather flight operations to monitor the system.

b. Proposed Utilization. The SATCC System is maintained in an up-and-operating status 24 hours per day, seven days per week. The only time the system is taken down is during extended periods of ship inactivity such as a yard period or for annual cleaning and inspection.

c. Recommended Qualitative and Quantitative Manpower Requirements

(1) Operator. There are no billets dedicated solely to the operation of the SATCC System. The personnel who operate the SATCC System are filling watch-station requirements.

(2) Maintenance. Existing Technicians who have attended the FAA Academy course will be utilized to maintain the SATCC System. The same ETs that maintain the CATCC UHF communications equipment maintain the SATCC System.

4. Training Concept. NAVSEA Code 062R and SPAWAR ISEA have provided initial operator and maintenance training to personnel at each activity receiving the SATCC System. Follow-on operator training for CATCC personnel, LSOs, Air Operations Officers, and Assistant Air Operations Officers is intended to be incorporated into the existing courses at the Naval Aviation Technical Training Center (NATTC), Pensacola, Florida, and the LSO School at NAS Oceana, Virginia. The remaining operators receive training via Personnel Qualification Standards (PQS) and On-the-Job Training (OJT). Follow-on SATCC System maintenance training will be accomplished by sending the same ETs that maintain the CATCC UHF communications equipment to the Rapid Deployable Voice Switch IIA course at the FAA Academy, Oklahoma City, Oklahoma. Graduates of this FAA course will be awarded *Navy Enlisted Classification (NEC) 1407, AN/SSC-12 Communications System Maintenance Technician*. Formal follow-on training will begin when the new Secondary NEC (SNEC) is incorporated.

a. Initial Training

(1) Operator. Initial operator training consists of Computer-Based Training (CBT) in Compact Disk-Read Only Memory (CD-ROM) format delivered to the ship by the Program Office, NAVSEA Code 06FI, during the initial installation. In addition to CBT, familiarization training is conducted with each work center, and SPAWAR ISEA personnel provide OJT during the initial underway period. Quick reference guides are provided to the work centers along with vendor-supplied user's manuals.

(2) Maintenance. NAVSEA funded maintenance technicians from the first installation site, USS Enterprise (CVN 65), to attend factory training in 1998. Beginning with the second installation, NAVSEA has funded two maintenance technicians at each activity receiving the SATCC System to attend RDVS maintenance training at the FAA Academy, in addition to the CBT and OJT described above. SATCC is the Navy term for RDVS. Personnel who completed initial maintenance training, either at the factory or the FAA Academy, are eligible to receive the new *NEC 1407, AN/SSC-12 Communications System Maintenance Technician*, approved in June 2004.

Title	**Rapid Deployable Voice Switch IIA Training**
CIN	40048
Course Manager	FAA
Description	This course provides training to Army, Navy, and FAA civilian Electronics Technicians, including: ° RDVS Operation ° RDVS Troubleshooting ° RDVS Component Replacement ° RDVS Preventive Maintenance Upon completion, the student will be able to perform organizational level RDVS maintenance without supervision.
Location	FAA Academy, Oklahoma City, Oklahoma
Length	14 days
RFT date	Currently available
Skill identifier	ET, NEC 1407 (approved June 2004)
TTE/TD	NA
Prerequisite	A-100-0140, Electronics Technician Strand “A” School

b. Follow-on Training (anticipated)

(1) Operator

(a) Carrier Air Traffic Control Center Personnel. SATCC System operator information for CATCC personnel is expected to be incorporated into the following existing courses at NATTC Pensacola in the future. AC training is identified in detail in the Carrier Air Traffic Control Center Direct Altitude and Identity Readout (CATCC DAIR) and Amphibious Air Traffic Control Center Direct Altitude and Identity Readout (AATCC DAIR) NTSP, E-30-8502B/A, approved March 2000, and therefore will not be duplicated in this NTSP (see note below).

Note 1: The Amphibious Operator's Course in mentioned in this NTSP because it has been proposed that amphibious ships received the SATCC system. This information will be updated in future revisions to the NTSP.

COURSE TITLE	COURSE IDENTIFICATION NUMBER
Carrier Air Traffic Control Center Operations, Class C1	C-222-2012
Carrier Air Traffic Control Center Operations Fundamentals Course, Class F1	C-222-2014
Carrier Air Traffic Control Center Team Training, Class T1	C-222-2017

(b) Landing Signal Officer. SATCC System operator information for Navy LSOs is expected to be incorporated into existing LSO courses at Naval Air Station (NAS) Oceana, Virginia in the future. LSO training is identified in detail in the Aircraft Carrier Visual Landing Aid Systems Draft NTSP, A-50-9202B/D, dated February 2003, and therefore will not be duplicated in this NTSP.

COURSE TITLE	COURSE IDENTIFICATION NUMBER
Landing Signal Officer Initial Formal Ground Training	D-2G-0001
Landing Signal Officer Advanced Formal Ground Training	D-2G-0002
Landing Signal Officer Fleet Readiness Squadron and Training Command Squadron	D-2G-0003

(c) Air Officer and Assistant Air Officer. Air Officer and Assistant Air Officer candidates are required to attend a two-day LSO indoctrination seminar at the LSO School, NAS Oceana. SATCC System Operator information is expected to be included in this seminar in the future.

(d) Air Operations Officer and Assistant Air Operations Officer. SATCC System operator information for Air Operations Officer and Assistant Air Operations Officer candidates have is expected to be incorporated into course *C-2G-2019, Carrier Air Traffic Control Center Operations Officer, Class C2*, at NATTC Pensacola in the future. This training is identified in detail in the CATCC DAIR and AATCC DAIR NTSP, E-30-8502B/A, approved March 2000, and therefore will not be duplicated in this NTSP.

(e) Combat Direction Center Personnel. CDC personnel, including the Strike Control Operator, Air Intercept Control Operator, Tactical Action Officer, and USW Operator, receive required SATCC System operator training by completing the applicable PQS.

(f) Bridge Personnel. Bridge Personnel obtain SATCC System operator training through OJT and any applicable PQS.

(2) Maintenance. The same FAA course that is being used for initial SATCC maintenance training will be used for follow-on maintenance training. Follow–on SATCC System maintenance training will be accomplished by sending Communications Equipment (WSC-3/UHF DAMA) Technicians (NEC ET-1425) or AN/TPX-42 DAIR Technicians (NEC ET-1592), who are in receipt of Permanent Change of Station orders to CVs and CVNs, to the Rapid Deployable Voice Switch IIA course at the FAA Academy, Oklahoma City, OK. Upon successful completion, the receiving command will submit the appropriate paper work to have NEC 1407 awarded.

c. Student Profiles

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
Navy LSO NOBC 8662	° Qualified Fixed-Wing Pilot
Marine Corps LSO MOS 7594	° Qualified Fixed-Wing Pilot
AC 6902	° C-222-2010, Air Traffic Controller
ET	° A-100-0138, Electronics Technician Core “A” School ° A-100-0140, Electronics Technician Strand “A” School

d. Training Pipelines. NA

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development

a. Maintenance Training Improvement Program. NA

b. Aviation Maintenance Training Continuum System. NA

2. Personnel Qualification Standards. The following Naval Education and Training (NAVEDTRA) PQSs are applicable:

PERSONNEL QUALIFICATION STANDARD TITLE	PUBLICATION NUMBER
Surface Warfare Officer (Warfare/Combat Information Center	NAVEDTRA 43101-4E

PERSONNEL QUALIFICATION STANDARD TITLE	PUBLICATION NUMBER
Watch Officer/Officer Of the Deck (OOD) Under Way (UW))	
CV/CVN Undersea Warfare Module Analysis	NAVEDTRA 43205-7A
Tactical Support Center Mission Coordination and Evaluation Officer	NAVEDTRA 43206-0C
Tactical Support Center Operations Control Watch	NAVEDTRA 43206-5C
Combat Information Center Common Core Watch Station Qualification	NAVEDTRA 43311-4
Surface/Subsurface Warfare Coordinator/Anti-Air Warfare Information	NAVEDTRA 43388-1A
CV/CVN Tower Operations	NAVEDTRA 43426-2C
CV/CVN Air Traffic Control Center	NAVEDTRA 43496-6C
CV/CVN Advanced Combat Direction/Combat Direction Center	NAVEDTRA 43496-7A

3. Other Onboard or In-Service Training Packages. Each ship has a locally prepared watch station checklist that personnel must complete prior to being qualified as a watch stander on the bridge. As the SATCC System is installed on each ship, SATCC System operator information will be added to these checklists.

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Numbers. All deliveries under contract number N65236-97-D-5022 with the vendor are complete. Procurements of future SATCC System components will be made using COTS purchase orders.

2. Program Documentation. A Users Logistics Support Summary, NAVSEA 0204112N-794-D-P-O, Revision D was promulgated in June 2004. A Draft Operational Requirements Document was submitted to OPNAV for approval. When completed, this information will be included in future updates to this NTSP.

3. Technical Data Plan. MRCs and Maintenance Index Page have been developed. Commercial operator and maintenance manuals will be utilized to support the SATCC System. An Interactive Electronic Technical Manual on CD-ROM, using the approved Standard Generalized Mark-up Language format, was approved in September 2002.

PUBLICATION TITLE	PUBLICATION NUMBER	EFFECTIVE DATE
Integrated Communications Switching System Model 3080G Operator's Manual	TPM9712100	11 May 2000
Integrated Communications Switching System Model 3080G Operations and Maintenance Manual	TPM9903201	4 May 2001
Integrated Communications Switching System Model 3080G Users Manual	TPM9904300	4 May 2001

4. Test Sets, Tools, and Test Equipment. No special test sets, tools, or special test equipment are required to support the SATCC System. All hand tools and common electronic test equipment required to support the SATCC System are currently available in the maintenance work center.

5. Repair Parts. Repair parts for the SATCC System are provided by the Navy Inventory Control Point, Mechanicsburg, Pennsylvania, via a PBL Contract. The Material Support Date (MSD) was achieved in June 2001.

6. Human Systems Integration. Since the SATCC System is a COTS procurement action, the Navy had no additional Human Systems Integration (HSI) input into the hardware design, except those considerations during installation of the equipment to ensure units were positioned to provide ease of access for maintenance personnel and comfort of operation to the operators. The Navy has drawn from the HSI efforts put forth by the FAA in the development of the RDVS system, the FAA term for SATCC. The design processes conformed to best standard human engineering practices as defined in existing human factors engineering design standards.

All future CBT, CAI, and ICW training material will be Sharable Content Object Reference Model (SCORM) conformant and conform with the technical standards to run in the intended environment: classroom automated electronic classroom or learning resource center, Navy e-learning, AMTCS, or desktop (NMCI ashore or IT21 afloat).

The ECP process, in accordance with NAVAIRINST 4130.1C, is utilized to initiate upgrades to operational and training systems and allows for inputs to the affect on the human and Manpower, Personnel, and Training (MPT). All new engineering change proposals for SATCC take into consideration the human-machine interface for Operators, Maintainers, and Support Personnel.

This system has no habitability impact. Manpower issues are covered in part II and III of this document.

Environmental and Occupational Safety and Health requirements meet federal, state, and local standards, regulations, and directives and are enforced by respective agencies, as applicable.

K. SCHEDULES

1. Installation and Delivery Schedule

ACTIVITY	PROCUREMENT DATE	INSTALLATION YEAR	SATCC MODEL
CV 63 USS Kitty Hawk	November 1999	FY01	AN/SSC-12
CVN 65 USS Enterprise	November 1997	FY97	AN/SSC-12A
CV 67 USS John F. Kennedy	December 2002	FY03	AN/SSC-12B
CVN 68 USS Nimitz	September 2000	FY02	AN/SSC-12B
CVN 69 USS Dwight D. Eisenhower	January 2000	FY02	AN/SSC-12
CVN 70 USS Carl Vinson	September 2000	FY02	AN/SSC-12B
CVN 71 USS Theodore Roosevelt	November 2001	FY02	AN/SSC-12B
CVN 72 USS Abraham Lincoln	September 2000	FY01	AN/SSC-12B
CVN 73 USS George Washington	November 2002	FY03	AN/SSC-12B
CVN 74 USS John C. Stennis	March 2002	FY02	AN/SSC-12B
CVN 75 USS Harry S. Truman	August 1999	FY99	AN/SSC-12
CVN 76 USS Ronald Reagan	September 2000	FY03	AN/SSC-12B
CVN 77 USS George H.W. Bush	March 2003	FY06	AN/SSC-12B

2. Ready For Operational Use Schedule. All systems will be ready for operational use upon completion of installation.

3. Time Required to Install at Operational Sites. Three months are required to install the SATCC System.

4. Foreign Military Sales and Other Source Delivery Schedule. NA

5. Training Device and Technical Training Equipment Delivery Schedule

a. Training Devices. NA

b. Technical Training Equipment. Computers that simulate the information sent to TEDs and PICTs will be used in place of the actual switch hardware for operator training. Operator Labs at NATTC Pensacola have been configured with replica SATCC TEDs for all supervisor and controller positions and replica SATCC PICTs for status board/data input operators.

L. GOVERNMENT-FURNISHED EQUIPMENT AND CONTRACTOR-FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
Shipboard Air Traffic Control Communications Operational Requirements Document	Non-ACAT	NAVSEA	Draft is awaiting approval
Users Logistics Support Summary for the SATCC System	0204112N-794	NAVSEA	Approved Jun 01
Enhanced Terminal Voice Switch Navy Training System Plan	A-50-9701/A	PMA213	Approved Apr 99
Integrated Communications Switching System Model 3080-G Operator's Manual	TPM9712100	Litton/Amecom	Dec 97
Command Control And Communications C3 Systems Threat Assessment	ONI-TA-009-95	Office of Naval Intelligence	Approved Jul 95
Carrier Air Traffic Control Center Direct Altitude and Identity Readout (CATCC DAIR) and Amphibious Air Traffic Control Center Direct Altitude and Identity Readout (AATCC DAIR) NTSP	E-30-8502B/A	PMA213	Approved Mar 00
Aircraft Carrier Visual Landing Aid Systems NTSP	A-50-9202B/D	PMA251	Draft Feb 03

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the SATCC System and, therefore, are not included in Part II of this NTSP:

II.A. Billet Requirements

- II.A.1.b. Billets Required for Operational and Fleet Support Activities
- II.A.1.c. Total Billets Required for Operational and Fleet Support Activities
- II.A.2.a. Operational and Fleet Support Activity Deactivation Schedule
- II.A.2.b. Billets to be Deleted in Operational and Fleet Support Activities
- II.A.2.c. Total Billets to be Deleted in Operational and Fleet Support Activities
- II.A.3. Training Activities Instructor and Support Billet Requirements
- II.A.4. Chargeable Student Billet Requirements
- II.A.5. Annual Incremental and Cumulative Billets

II.B. Personnel Requirements

- II.B.1. Annual Training Input Requirements

Note 1: There are no billets dedicated solely to the operation or maintenance of the SATCC System. The personnel who operate the SATCC System are filling watch-station requirements. The same ETs that maintain the CATCC UHF communications equipment maintain the SATCC System. These operator and maintenance personnel would be required even if the SATCC System did not exist.

Note 2: The same FAA course that is being used for initial SATCC maintenance training will be used for follow-on maintenance training. Follow–on SATCC System maintenance training will be accomplished by sending Communication Equipment (WSC-3/UHF DAMA) Technicians (NEC ET-1425) or their replacement or its equivalent who are in receipt of Permanent Change of Station orders to CVs and CVNs, to the NTTS Rapid Deployable Voice Switch IIA course at the FAA Academy, Oklahoma City.

II.A. BILLET REQUIREMENTS

SOURCE OF SCHEDULE: NAVSEA **DATE:** February 2003

II.A.1.a. OPERATIONAL AND FLEET SUPPORT ACTIVITY ACTIVATION SCHEDULE

ACTIVITY, UIC			PFYs	CFY03	FY04	FY05	FY06	FY07
OPERATIONAL ACTIVITIES - USN								
CV 63	USS Kitty Hawk	03363	1	0	0	0	0	0
CVN 65	USS Enterprise	03365	1	0	0	0	0	0
CV 67	USS John F. Kennedy	03367	0	1	0	0	0	0
CVN 68	USS Nimitz	03368	1	0	0	0	0	0
CVN 69	USS Dwight D. Eisenhower	03369	1	0	0	0	0	0
CVN 70	USS Carl Vinson	20993	1	0	0	0	0	0
CVN 71	USS Theodore Roosevelt	21247	1	0	0	0	0	0
CVN 72	USS Abraham Lincoln	21297	1	0	0	0	0	0
CVN 73	USS George Washington	21412	0	1	0	0	0	0
CVN 74	USS John C. Stennis	21847	1	0	0	0	0	0
CVN 75	USS Harry S. Truman	21853	1	0	0	0	0	0
CVN 76	USS Ronald Reagan	22178	0	1	0	0	0	0
CVN 77	USS George H.W. Bush	23170	0	0	0	0	1	0

Note: This schedule identifies the FY that the SATCC System was installed at that activity.

PART III - TRAINING REQUIREMENTS

The following elements are not affected by the SATCC System and, therefore, are not included in Part III of this NTSP:

III.A.2. Follow-on Training

III.A.2.a. Existing Courses

III.A.2.b. Planned Courses

III.A.2.c. Unique Courses

III.A.3. Existing Training Phased Out

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: Rapid Deployable Voice Switch IIA Training
COURSE DEVELOPER: FAA
COURSE INSTRUCTOR: FAA personnel
COURSE LENGTH: 14 days

ACTIVITY DESTINATIONS:

CV 63 USS Kitty Hawk
CVN 65 USS Enterprise
CV 67 USS John F. Kennedy
CVN 68 USS Nimitz
CVN 69 USS Dwight D. Eisenhower
CVN 70 USS Carl Vinson
CVN 71 USS Theodore Roosevelt
CVN 72 USS Abraham Lincoln
CVN 73 USS George Washington
CVN 74 USS John C. Stennis
CVN 75 USS Harry S. Truman
CVN 76 USS Ronald Reagan
CVN 77 USS George H.W. Bush

LOCATION, UIC	BEGIN DATE	STUDENTS OFF	ENL	CIV	
FAA Academy, Oklahoma City, Oklahoma	As required		26 total		Input AOB Chargeable

Note: NAVSEA is funding two maintenance technicians at each activity receiving the SATCC System to attend RDVS maintenance training at the FAA Academy. Personnel who completed initial maintenance training are eligible to receive the new *SNEC 1407, AN/SSC-12 Communications System Maintenance Technician*.

The NEOCS Board approved the establishment of Navy Enlisted Classification Code *ET-1407, AN/SSC-12 Shipboard Air Traffic Control Communications (SATCC) Technician* in June 2004. The new NEC will appear in the October 2004 edition of NAVPERS 18068F, Volume II. The CIN/CDP will be provided at a later date.

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the SATCC System and, therefore, are not included in Part IV of this NTSP:

IV.A. Training Hardware

IV.A.1. TTE / GPTE / SPTE / ST / GPETE / SPETE

IV.A.2. Training Devices

IV.B. Courseware Requirements

IV.B.1. Training Services

IV.B.2. Curricula Materials and Training Aids

IV.B.3. Technical Manuals

IV.C. Facility Requirements

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity and Course

IV.C.3. Facility Project Summary by Program

PART V - MPT MILESTONES

COG CODE	MPT MILESTONES	DATE	STATUS
DA	Conducted Analysis of MPT Requirements	May 97	Completed
DA	Began Initial Training	FY98	On-going
SPAWAR	Conducted OT	FY98	Completed
DA	Achieved IOC	FY98	Completed
TSA	Developed Initial NTSP	May 00	Completed
OPO	Convened NTSP Conference	Nov 00	Completed
TSA	Developed Revised Initial NTSP	Dec 00	Completed
DA	Achieved MSD	Jun 01	Completed
TSA	Developed Draft NTSP	Apr 03	Completed
CNO	Approve New NEC (ET-1407)	Jun 04	Complete
TSA	Developed Proposed NTSP	Jul 04	Completed
DA	Achieved NSD	Jun 01	Completed
TSA	Begin Follow-On Training	Oct 04	Expected
DA	Complete SATCC System Installations	FY04	Complete

PART VI - DECISION ITEMS / ACTION REQUIRED

DECISION ITEM OR ACTION REQUIRED	COMMAND ACTION	DUE DATE	STATUS
Approve New SNEC for SATCC System Maintenance	N12 / NAVMAC		Complete
Determine Target NSD	DA		Complete
Establish Target Start Date for Follow-On Training	TSA		Pending

PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
CAPT John Chase Head, Aviation Maintenance Programs CNO, N781 john.chase@navy.mil	**COMM:** (703) 604-7750 **DSN:** 664-7750 **FAX:** (703) 604-6972
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PART VII - POINTS OF CONTACT

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PART VII - POINTS OF CONTACT

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ITCS Wayne Killingsworth PQS Development Group LCPO NETPDTC, N741 joseph.killingsworth@navy.mil	**COMM:** (850) 452-1001 ext. 2030 **DSN:** 922-1001 ext. 2030 **FAX:** (850) 452-1764

PART VII - POINTS OF CONTACT

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ATC Jeff Rocheteau NTSP Coordinator NAVAIR, AIR 3.2.6 robert.rocheteau@navy.mil	**COMM:** (301) 757-8292 **DSN:** 757-8292 **FAX:** (301) 342-7737

DRAFT NTSP	N88-NTSP-A-50-0003/P AUGUST 2004
COMMAND:	CNO WASHINGTON DC//N00T48//
REVIEWER:	LCDR James Taylor, OPNAV N00T48, 10 SEP 04 (703) 602-5147, DSN 332-5147 Fax (703) 602-5175 james.e.taylor@navy.mil

Select one of the following statements by typing "X" in the box to its left.

	I have reviewed subject NTSP and have no comments or recommendations.
X	**I have reviewed subject NTSP and submit the following comments.**

When complete, email to the Point of Contact provided in the Fleet Review Message. If no comments are submitted, send only the first page with the mandatory fields (everything in the table above) filled in. If additional pages are required, use the last page as a template, and copy and paste as needed. Keep a copy for your records.

COMMENT # 1:	Change N88 to N78 to reflect current OPNAV structure
INCORPORATED:	Yes
REMARKS:	

COMMENT # 2:	On Pg I-7, the amphibious operators course is mentioned without the benefit of the amphibious ships being outfitted with this system. Either remove any reference to amphibs or add the statement that SATCCS has been proposed for amphibious ships and will be included in future updates.
INCORPORATED:	Yes.
REMARKS:	Notes added in sections of Part I stating: Note 1: It has been proposed that amphibious ships received the SATCC system. This information will be updated in future revisions to the NTSP.

DRAFT NTSP	PROPOSED AN/SSC-12 SATCCS N88-NTSP-A-50-0003/P
COMMAND:	CNATT
REVIEWER:	AFCM Peter Stuart, CNATT N511, Comm: 850-452-9790 ext 238, DSN: 922, E-mail peter.stuart@navy.mil

Select one of the following statements by typing "X" in the box to its left.

	I have reviewed subject NTSP and have no comments or recommendations.
X	**I have reviewed subject NTSP and submit the following comments.**

When complete, email to the Point of Contact provided in the Fleet Review Message. If no comments are submitted, send only the first page with the mandatory fields (everything in the table above) filled in. If additional pages are required, use the last page as a template, and copy and paste as needed. Keep a copy for your records.

COMMENT # 1:	Page I and Page I-6 Paragragh 4
	replace Center for Naval Aviation Technical Training with Naval Aviation Technical Training Center (NATTC) NATTC provides A school for Aviation ratings. Center for Naval Aviation Technical Training is their learning center.
INCORPORATED:	Yes
REMARKS:	

COMMENT # 2:	to the acronym page
	ADD NATTC
INCORPORATED:	Yes
REMARKS:	

COMMENT # 3:	Page I-7 b. Follow on training, Replace CNATT with NATTC Pensacola
	Page I-12, 5-b Change CNATT To NATTC
INCORPORATED:	Yes
REMARKS:	

COMMENT # 4:	Page ii -
	Follow-on SATCC System maintenance training will be accomplished by sending communication equipment (WSC-3/UHF DAMA) technicians (NEC ET-1425) and or its system replacement or AN/TPX-42 DAIR Technicians (NEC ET-1592), who are in receipt of Permanent Change of Station orders to CV/Ns, to the non-traditional training site (NTTS) at the FAA Academy in Oklahoma City, OK to attend Rapid Deployable Voice Switch IIA, course number 40048
INCORPORATED:	Yes
REMARKS:	Allows the ships CSMO/EMO to decide which techs they want to send.

COMMENT # 5:	Page I-5
	a. Organizational. Organizational level maintenance of the SATCC System is performed by the same Electronic Technicians (ET) that maintains the CATCC Ultra High Frequency (UHF) equipment, WSC-3/UHF DAMA Communication Equipment Technicians (NEC ET-1425) or its equivalent or replacement. Rewrite to: Organizational level maintenance of the SATCC System is performed by Electronic Technicians (ET).
INCORPORATED:	Yes
REMARKS:	Allows the CSMO/EMO to make the decision of which ET will maintain the system

COMMENT # 6:	Page I-6
	(2) Maintenance. Existing WSC-3/UHF DAMA Communication Equipment Technicians (NEC ET-1425) or its equivalent or replacement who have attended the FAA Academy course will be utilized to maintain the SATCC System. The same ETs that maintain the CATCC UHF communications equipment maintain the SATCC System. Rewrite to: **(2) Maintenance.** Existing Technicians who have attended the FAA Academy course will be utilized to maintain the SATCC System.
INCORPORATED:	Yes
REMARKS:	Allows the CSMO/EMO to make the decision of which ET will maintain the system

COMMENT # 7:	Page I-7 **(a) Carrier Air Traffic Control Center Personnel.** SATCC System operator information for CATCC personnel is expected to be incorporated into the following existing courses at NATTC Pensacola in the future. AC training is identified in detail in the Carrier Air Traffic Control Center Direct Altitude and Identity Readout (CATCC DAIR) and Amphibious Air Traffic Control Center Direct Altitude and Identity Readout (AATCC DAIR) NTSP, E-30-8502B/A, approved March 2000, and therefore will not be duplicated in this NTSP
INCORPORATED:	Yes
REMARKS:	

COMMENT # 8:	Page I-9
	(2) Maintenance. The same FAA course that is being used for initial SATCC maintenance training will be used for follow-on maintenance training. Follow–on SATCC System maintenance training will be accomplished by sending Communications Equipment (WSC-3/UHF DAMA) Technicians (NEC ET-1425) or their replacement or its equivalent , who are in receipt of Permanent Change of Station orders to CVs and CVNs, to the Rapid Deployable Voice Switch IIA course at the FAA Academy, Oklahoma City, OK. Upon successful completion, the receiving command will submit the appropriate paper work to have NEC 1407 awarded. Rewrite to: **(2) Maintenance.** The same FAA course that is being used for initial SATCC maintenance training will be used for follow-on maintenance training. Follow–on SATCC System maintenance training will be accomplished by sending Communications Equipment (WSC-3/UHF DAMA) Technicians (NEC ET-1425) or AN/TPX-42 DAIR Technicians (NEC ET-1592), who are in receipt of Permanent Change of Station orders to CVs and CVNs, to the Rapid Deployable Voice Switch IIA course at the FAA Academy, Oklahoma City, OK. Upon successful completion, the receiving command will submit the appropriate paper work to have NEC 1407 awarded.
INCORPORATED:	Yes
REMARKS:	Allows the CSMO/EMO to make the decision of which ET will maintain the system